

Overview:

At the Council meeting held on November 19, 2019, Council passed the following Resolution:

Resolution Number 472-2019

Moved by: Councillor Watson

Seconded by: Councillor Landsmann

That the report to Council, dated November 11, 2019, regarding Birchview Road Safety feasibility study be received and deferred to allow time for the Birchcliff Property Owner Associations to review the submission. Carried

As per the above Resolution, staff forwarded a copy of the Proposal to the Birchcliff Property Owners Association for their review. In response the Association provided comments dated November 2019 and a meeting was held between Township staff and the Association on December 10, 2019. From that meeting, it was determined that the comments would be forwarded to Engage Engineering to see if the study could be scoped to address the Associations concerns as outlined in the memo dated November 2019.

A second meeting was held with an Association representative, Township staff and Paul Hurley from Engage Engineering on January 9, 2020. At that meeting, it was ironed out that the Association's focus is on pedestrian safety, that they would like to reduced the public consultation piece of the study to reduce costs and the timeline of the study and that the Association would want to Township to bear the total cost of the study. Mr. Hurley was requested to provided written comments regarding the comments received from the Association and their viability. Mr. Hurley's comments were received January 24, 2020 and are attached to this report.

Conclusion:

Engage Engineering is prepared to initiate this study immediately with completion in April of 2020 and Mr. Hurley's comments are attached for Council's consideration.

Recommendation:

That the report to Council, dated January 27, 2020, regarding Birchview Road Safety feasibility study be received and that council provide direction to staff on this matter.

Financial Impact: The proposal- that being from Engage Engineering Ltd. - in the amount of \$24,545.86 (HST included).

Strategic Plan Applicability: Not applicable.

Sustainability Plan Applicability: Not applicable.

Original Signed

Martina Chait-Hartwig,
Temporary C.A.O.

From: Paul Hurley <paul@engageeng.ca>

Sent: Friday, January 24, 2020 1:28 PM

To: Crystal McMillan <crystal@dourodummer.on.ca>; Martina Chait <MartinaC@dourodummer.on.ca>

Cc: Public Works <PublicWorks@dourodummer.on.ca>

Subject: 19081 Birchview Road Follow Up

Hi Martina and Crystal. Further to our meeting on January 10, below are some of my responses to the points raised by the BPOA:

Item 2a

We acknowledge that pedestrian safety is the priority of the BPOA however if the Township is commissioning (i.e. paying for) this study, it needs to consider all road users including vehicles, pedestrians and cyclists. If the Township is in agreement that the emphasis should be on pedestrian improvements then that is where we will focus our efforts but we cannot ignore the impacts to other road users. We agree that the study should focus on providing a cohesive solution over the entire length of the study area and not just at "problem areas". The "problem areas" could be used as a prioritization tool for budgeting the improvements.

Item 2b

We understand the concern however based on our experience with similar projects, we believe that two public meetings would provide the best outcome. The first meeting would focus on obtaining input from stakeholders on the issues and the second meeting would present the recommended solutions for comment. You could reduce the scope to 1 public meeting but I believe it would negatively effect the outcome of the study.

Item 2d

We agree and our approach would be to provide high-level estimates to the Township at this stage only. The intent of the cost estimates is to provide order of magnitude costs to allow the Township to budget for the works. The intent is not to use the estimates as a tool to screen out projects.

I believe this captures the items that we discussed. If I've missed anything or you need anything further please let me know.

Have a great weekend.



Paul Hurley, P.Eng.
Principal

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BIRCHCLIFF PROPERTY OWNERS ASSOCIATION

(BPOA)

DATE: November, 2019

Subject: 'Proposal for Engineering Services for Birchview Road Safety Study' (T-2019-06)

Engage Engineering Ltd, November 2019- RFP Response

Liaison Steering Committee

Comments:

1. Familiarity with the road demonstrated, the aspect of biking, the constitution of the Study Team and the Time Task Matrix delivery timeframe in the RFP Response are all exemplary.
2. The request of the RFP is for a 'transportation engineering and planning' assessment. The RFP Terms of Reference are not appended; however the following comments apply:
 - a. **S.2.1 Project Objectives:** While generally descriptive of the RFP content, the RFP response proposal to focus on identifying measures to enhance pedestrian safety "to the most important aspects" (S.2.2) leads the proposal to the identification of a limited number of physical constraints of a mission 'critical' or 'public safety' focus, their classification on a scale of importance and recommendations on the timing of rectification measures.

This is not in the best interests of the Township or the Association in respect of its goal to enhance the immediate safety of pedestrian movement and to pedestrians on the Birchview Road, all seasons.

A physical constraints analysis can lead to the identification of self-evident grades and curve turning radii sites warranting possible engineering design solutions with the consequent effect of enhancing vehicular sight-lines and speeds. Design solutions for these aspects, including potential land acquisition and engineering design alternatives were specifically reserved in the RFP as non-priority aspects, for cost, reverse effectiveness and prioritization reasons.

Namely, it is pedestrian safety, achievable over the greatest length of the road allowance, that is the BPOA priority: not necessarily at specific conflict points where modest lit signage and more benign measures can identify, for vehicular traffic, the need to maintain lower speed and exercise caution. By observation, vehicles entering existing constraint areas slow down to accommodate the road design; they increase speeds on the

less challenging stretches thereby increasing the risk to public health and safety over the majority of the road alignment.

- b. **S. 2.2 Public Consultation:** Society expects public consultation on matters that can effect individual interests. However, the RFP called for an 'engineering and planning assessment' by the road authority of an existing conditions network link serving a somewhat unique, often single loaded road, with a discrete policy purpose that is being lost by a conversion to a full municipal standards local road.

The Birchview Road is a neighbourhood residential road deserving of design solutions to augment safety but maintain its multiple use functions as a local vehicular and pedestrian access to all- residential properties, and Children's Day Camp. It is not a through route, local arterial or County thoroughfare.

The concern is that the limited budget of the RFP Response focus on professional assessment advice, based upon input received, but through the process of the consultant's applied assessment of best practices. If too much of the limited RFP Response budget is devoted to public participation, on matters of general notoriety over many years, the investigative techniques, technology and observation efforts and considerations are compromised.

There will be time enough for public commentary before Council should the matter of a Preliminary Assessment Report, or Final Report, be deemed necessary for public exposure. As well, public commentary is likely in subsequent phases of implementation. The consultant's budget should not be as unduly burdened by this element.

- c. **S. 2.2 Development of Alternative Solutions:** This is an excellent summary of the objectives provided it is based on own investigation and assessment, rather than disparate interviews with passionate but unqualified stakeholders realistically concerned with own issues rather than general and ongoing issues of public health and safety.
- d. **S.2.2 Cost Estimates and Funding:** Cost estimates by order of magnitude may assist in project identification and prioritization; however, cost estimates of engineering works requires design, quantity survey, acquisition and other assumptions. These elements are not provided for in this RFP. Although the RFP and the RFP Response seeks to address costing, such should be a minor element of the time budget and the details deferred to Council instructed projects following the overall assessment of pedestrian road safety measures available to be considered.

Broad cost bands are instructive to public consideration and can assist in evaluating 'immediate and longer term solutions'. The safety of pedestrians is a real and present concern and a requested focus of the evaluation, in the interests

of residents who reside on and whose invitees, contractors, visitors and relatives are the primary users of this uniquely residential street.

The production of cost estimates can lead, at this stage, to too much of the limited RFP Response budget being devoted to specific 'critical' conflict areas. As above noted, this is or would be in conflict with and a mis-direction of the primary purpose of assessing ways and means to enhance pedestrian safety in the face of vehicular movement.

The Birchview Road, to repeat, is not considered a through highway but a service delivery local neighbourhood street. The desire is have this function maintained by suitable traffic calming measures. It is an anomaly that lower speeds are posted on the Campline Road and McCrackin's Landing Road, where residential densities, road design conflicts and pedestrian movements are lower and less pervasive.

RECOMMENDATIONS

1. The BPOA support the retention of *Engage Engineering Ltd.*
2. The *Proposal* be modified as follows:
 - a. Enhance the component of own investigations with broadened research on: pedestrian safety; vehicle usage characteristics; vehicle types; vehicle speeds; user characteristics and safety zone needs; right-of-way constraints; seasonal road authority requirements; traffic calming devices, measures and best practices.
 - b. Add as a priority for assessment, comment and recommendation, the accommodation of a walkway or other suitable pedestrian route, including design options, in part of whole, and identified priority areas. In this regard, it is appropriate to consider bicycles as vehicles;
 - c. Avoid all but broad categories of risk identification, leaving to the road authority the need to balance objectives and project prioritization;
 - d. Focus on pedestrian safety issues;
 - e. Defer detailed or subjective costing estimates dependant on design, quantity surveys and site condition assessments to a subsequent project assessment phase;
 - f. It is appropriate to differentiate between project types, potential short and longer term solution categories provided the enhancement of pedestrian safety measures in the short term over the majority of the road allowance is the immediate priority.

Respectfully Submitted to BPOA Directors, Township

Considered by Directors: